

IN THE CLAIMS

Please cancel claims 1-3 and add 4-6 as follows:

Claims 1-3 cancelled.

4. (Currently Amended) A control device for driving and braking a rail vehicle, the device comprising:

a first ~~linearly-movable~~ operating lever moveable in one direction for setting traction power of said vehicle and in an opposite direction for setting an election brake of said rail vehicle;

a second ~~linearly-movable~~ operating lever disposed in a parallel relationship with the first lever, and moveable in the opposite direction for actuating an indirectly acting compressed air brake; and

at least one switch disposed on at least one of the first and second levers.

~~———— a coupling for releasably interconnecting the first and second levers, in order to selectively enable independent and simultaneous linear movement of the first and second lever.~~

~~———— 5. (New) The control device according to claim 4 further comprising at least one switch disposed on at least one of the first and second levers.~~

6. (Currently Amended) A control method for driving and braking a rail vehicle, the method comprising the steps of:

providing a first ~~linearly-moveable~~ lever operable for setting acceleration or tractive power of the

vehicle when moved in one direction and actuating an electric brake for the vehicle when moved in an opposite direction;

providing a second ~~linearly~~movable lever operable for actuating an indirectly acting compressed air brake for the vehicle; and

aligning the first and second lever in a proximate parallel relationship. ~~and~~

~~providing a coupling for releasably interconnecting the first and second levers in order to selectively enable independent and simultaneous operation of the first and second levers.~~